

THE CITY.

DRAFT ITEMS.—The Provost Marshal's office was thronged all of yesterday by applicants for exemption. The list of exemptions made will be found elsewhere.

It should be understood by drafted men that if they report for examination before the expiration of the ten days mentioned in their notification, and are accepted, they will be sent to the rendezvous at once, and not allowed (as has been generally supposed) to return home until the ten days have expired.

Three conscripts were caught this way on Thursday evening, and their attention was attracted by the Provost Marshal's office. Finding they did not return home that evening, suspected they had been gobbled up, and came into the rendezvous yesterday morning to see them. Quite a scene ensued, of course. The relations of one of the conscripts produced the requisite amount of greenbacks and "bought him off," as they expressed it. The others are?

One of them was quite a character in his way. On leaving the Provost Marshal's room, that officer gave him in charge of a guard, with verbal instructions to take him to the rendezvous. For such we believe was his name, heard this order imperfectly, and supposed the place indicated was the name of an officer who was to give him a discharge. On arriving at the quarters, he inquired for the boss.

"There he is," said the guard, pointing to Lieutenant Cogswell.

"Are you Mr. Rindvee?"

"I am," responded Lieutenant C.

"This will you give me to come and see me," Mr. Rindvee, so I can go home."

"That is contrary to my orders—I can't let you go."

"But I say, Mr. Rindvee, I have a farthing for ten days in my pocket!"

"Pardon his ratiocination."

"Och! Bad luck to you, I'll never see my wife and babies again—boo-hoo!"

"Mr. Rindvee" suggested that he could send them to come and see him, but as it was late, this was deferred, and early next morning they were on hand themselves, in time to take leave of him before he left for the tented field.

The instructions issued to the Provost Marshals are very rigid, and, as will be seen, are strictly obeyed. In some cases they are unnecessarily strict, it would seem, and are calculated to work great hardship. But no law can be made discriminating in its operations.

There are many honorable and conscientious men drafted, whose parole can be procured, much trouble will be experienced with an opposite class, and so all are compelled to be treated as if they were of that sort.

As in all other matters, most of the trouble will arise from ignorance of the law. The conscription is such a novelty in our land, that even intelligent men are excusable for making blunders in regard to it. We have reported the above instances more as matters of information than to amuse our readers, ludicrous as they are in some features. Yet if there is anything amusing about the draft, those poor men who are compelled to go, "can't see it." Most of them are men of families, and the draft finds them now as badly off as ever. While many will get into some pretense with the draft, others will sorrow and trouble in it for others to the families of such as are accepted, let a helping hand be extended. There is nothing ignominious in being a "conscript." It is a means employed by Government to fill our armies, and the family of a conscript is as deserving of aid while he is fighting the battles of his country as if he was a volunteer. Were this liberality extended, the draft would be short of its terms to the class on whom it will come the most severely.

THE MILITIA PARADE.—This morning at 10 o'clock the militia men of the State are compelled to appear on their company parade grounds, and undergo inspection and drill. The law requires them to be drilled for the space of five hours.

In this respect the law is more strict than the old one, but still two drills per year, of five hours each, are almost useless if the intention really is to educate the militia in a soldier's duties. One drill per week would perhaps accomplish it. But as at present arranged, the militia man would die of old age before he would commence to learn the A, B, C of drill.

The parade days come so seldom now that almost no attention is paid to them. Were they made weekly, instead of semi-annually, it would be more like business, and some interest would be taken in the matter. The law as it stands now is practically useless.

THE MINNESOTA CENTRAL AND ST. PAUL BRIDGE.—Our readers will recollect the paragraph clipped from a Rock Island paper which appeared in our columns a few days ago, to the effect that Rumrals, Saupehugh & Co., of that city, had the contract for masonry of the bridge above this city on this branch of the Minnesota Central Railroad.

We take pleasure in announcing that one of the firm, Mr. Saupehugh, came up Tuesday on the Marquette with his tools, derricks, &c., and has already secured the quarry opposite the city, and is now putting up shops, &c., and proposes at once to commence getting out stone, and laying the foundation of the bridge.

Mr. Saupehugh expects to have the masonry completed by next summer, and we believe the company intend to have the bridge completed during the next year. The contractors, Rumrals, Saupehugh & Co., are reputed highly responsible, thorough going business men, and they intend to put the work through at once if stone cutters and hands can be got at any price. The interest taken by our business men in this road increases in proportion as they become convinced that the commercial prosperity of St. Paul and this part of the State cannot be safely left to depend upon water commu-

nications with the East and below. Our great commercial river, the river, has been substantially closed during the last two seasons, which has had a stifling effect on our business, and the combination this year is fast draining off our life-blood.

We must have more competition for our carrying trade, and more facilities for exportation; and the early completion of the Minnesota Central and St. Paul and the Superior railroads should be secured by the pressing and strenuous efforts of our citizens.

GEO. A. NOBLE, Esq., who left this city last fall for Nevada, has removed from Marshall City, to Carson City.

LETTERS IN AID OF THE SANITARY COMMISSION OF ST. PAUL.—The following correspondence has been given us for publication.

Rev. F. A. Noble.—The undersigned officers of the Minnesota Branch Sanitary Commission, would respectfully request you to repeat on Sabbath evening next, at the Jackson street Methodist Church, the sermon delivered last Sabbath morning to your congregation, and which was regulated by those who heard it, it will tend to excite a deeper interest among the people in behalf of our suffering soldiers and to stimulate to greater activity in sustaining those organizations devised for their relief.

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Mr. Proal is actually underselling Chicago and Eastern houses on some kinds of goods, which he can thus wholesale to the advantage of the buyer.

We also refer to his extensive to the advantage of patent rifles elsewhere.

Mr. EINTON.—Dear Sir:—Please publish the following statement for the benefit of your many readers. I see by the Saint Paul Press of March 6th and April 21st, 1864, that there is an insurance company called the "Home Insurance Company" started in Saint Paul, to be conducted on the same plan as the Rock River Insurance Company, of Illinois, Wisconsin. As most of the officers of the Home Insurance Company were officers and agents of said Rock River Insurance Company, which has been trying to do, and has done, some business in this State for the past two or three years, without any lawful authority, whether lawful or not, I have been thinking, and as this so-called "Home Insurance Company" of St. Paul is, I believe, a mere concern of the same kind, and run mostly by the same men who have run the Rock River Insurance Company, whose annual reports show that the expenses of the company have been about five times as much as the amount paid for losses, so that the company made an enormous profit on the business of its members last year, of nearly as much as all the losses it has ever paid during its whole existence, my advice to every person is, to discontinue all such insurance companies, and their agents, who are all through the country telling all sorts of stories to try to induce people to insure with them, and insure in good old stock companies, which have character and capital.

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THE PROGRESS OF SULLY'S EXPEDITION.

DIFFICULTIES IN THE WAY.

GOING TO IDAHO.

Special Agents of the U. S. Army, at Fort Snelling, Minn., June 7, 1864.

The headquarters of the expedition, at Fort Snelling, Minn., June 7, 1864.

Fort Sully is a new post, some ten or twelve miles below old Fort Snelling, and about 300 miles from here, and from hence the expedition will probably move to a body.

It is difficult to get anything reliable in regard to the disposition of the Teton and Arapaho Sioux. Stories of the latter, Indian hunters, represent them as equally as the whites, and migration to the western territories turned to some other route than through the Sioux country, a stipulation which certainly could not be insisted on, they avoid their determination to fight. It is highly probable that the great gathering of the western Sioux tribes reported at the mouth of Heart river will decide on either a high flight or a grand treaty of peace, in the latter event surrendering to the renegade Isatis, of course.

THE PROSPECTS.

At the opening of the campaign are not flattering. No rain has fallen since the disappearance of the snow in the early spring, and it is not unlikely that the expedition may be somewhat delayed in consequence. General Sully may be able to organize an outfit of expedition of this peculiar nature, and it is considered to be the man to lead such a force against the Indians, but the general is not "clerk of the weather," and as the success of the expedition depends much on the clerical dispensation of the elements, giving the region of the Upper Missouri its proper share, he cannot hope to accomplish what he had at first laid out: exemplifying the aphorism, "With a reasonable stage of disposal."

With a reasonable stage of disposal, the "channel of the Missouri," he could have reached his columns directly to the heart of the Sioux country, and ascertaining the locality of the hostile Indians, hurried his forces over to the Black Hills, the western limit of the Teton country, compelling a fight or a general surrender, and return to the base of his supplies before the setting in of cold weather.

From the continued drought the grass on the plains is short and sparse, and the turning July sun parching the earth, and bleaching the stubble pasture, will render it almost impossible to subsist cavalry stock well performing such arduous service.

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No one who has been obliged to outfit at this point, can remember the townsman of Sioux City only as extortionists, and any route, however circuitous, avoiding Sioux City, would in the end result to pecuniary advantage of the emigrant.

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Our Kentucky Correspondence.

LOUISVILLE, KY., May 29th, 1864.

The Correspondence Business-Veterans-The Fallen at Resaca-Dead Conventions-Music by the Band-The Minnesota Storm.

DEAR PRESS:—Unless there is an abundance of interesting facts and incidents of which to write, one does not feel much like attempting a letter, which is a general characteristic except insipidly general, but your correspondent was stationed at Washington, its possible he might improve his time by giving the details of "personal explanations," or extended accounts of Congressional discussions, in Washington whisky shops, where arguments and assertions are upheld by broken glasses, and where the heads of the Republic are brought in close contact with national water pickers.

But "who can control his fate," here and I rather pleasantly situated right in the heart of this busy worrying city of Louisville.

The window is raised, and I can see at a distance a regiment of returning veterans. They have just arrived from Nashville and are marching down Broadway to the encouraging music of "I'm just out of the wilderness." As they approach nearer I can see the battle-flag, which is proudly displayed, and which tells a story of terrible conflicts.

The old banner is so faded and torn by war's deadly missiles, that it scarcely holds together. The lettering is so discolored that it is with difficulty I can discern the words, "27th Pennsylvania Volunteers." Only about three hundred left.

Only about three hundred left, three years ago, buckled on the armor.

Our city lost some of its finest young men in the battle at Resaca. As I write the church bells are tolling the last sad requiem for the honored dead. A sermon is to be preached to-day at the Unitarian Church, commemorative of the living and the dead of the Union army.

It is sometimes very amusing to apply the loyal thermometer to military officers, to discover whether patriotic mercury ranges high or low, whether true devotion to the Union is "blood hot" or at the freezing point.

The Saint Paul Press.

PUBLISHED DAILY, THURSDAY AND FRIDAY.

Office—Adjoining the Bridge.

An Extra Session Wanted.

What a Minnesota Farmer Loses for Want of an Outlet to Lake Superior.

Editor St. Paul Press:

The question of calling an extra session of the Legislature to dispose of the recent land grants by Congress to this State for the purpose of aiding in the construction of the several railroads, is one of so much importance to the agriculturists of the country that we are becoming somewhat impatient for its solution. Those of us who will the ground and look to our crops for a support, or by great personal and physical industry add to our hard-earned wealth, that pay the taxes and support the government, have come to the practical conclusion that a well regulated system of railroads throughout the State is our only safety and salvation; and further, that the Lake Superior road, from St. Paul to the head of the lake, is the one the most needed. The reason is clear and expressive: it is the shortest possible distance, and terminates at a never-failing water communication with the markets of the whole world, besides being as near New York, London or Liverpool, as is Chicago or Milwaukee. The other roads receiving the benefits of the late Congressional act, must naturally terminate at some inland point, and the railroads, the concentrated freight of them all, on its way to tide water.

But, Mr. Editor, I have intimated in tolerably plain English, that we farmers are becoming impatient at the delay, and apparent sluggishness of the companies, or other constituted authorities, in calling an extra session of the Legislature—thus enabling them to go on with the prompt completion of the road. Why? I answer, because the producing classes have been robbed and swindled long enough. They have been compelled to pay at least one-third (and in many instances more) of all they have raised, as "freight and tariff" to an extensive, leaseless, soulless, monopolizing crew of public carriers, a set of companies who have, and now do, control not only the rates of expropriation, but also as importation, and actually, by their charges determine the price the farmer shall receive at an Eastern market for his wheat and other grain.

That I may not be misunderstood, or misinterpreted the views of the agriculturists of the State, I will give cases to illustrate, and bring out the facts more clearly.

My farm, situated seventy miles south of St. Paul, yields, on an average, two thousand bushels of wheat annually, and about three thousand bushels of barley, oats and corn. This grain I wish to sell, I consult the market price at St. Paul, Hastings, Winona, etc., and find wheat worth \$1.00 or \$1.05 per bushel. I look there, and consult the Milwaukee and Chicago markets, and find our wheat quoted at 1.25 per bushel; I deduct 80 cents from 1.25, and find 45 cents difference in price between these points of market. This close approximation to half a dollar, or nearly two-thirds the value of each bushel, Minnesota price, on each bushel exported, is paid to unprincipled shippers on the river, and magnificent railroad companies in Wisconsin and Illinois, who have quite lately, if they do not refuse to receive grain from other localities than those of their own line and companies; thus doubly clinching all efforts at competition in the carrying trade by independent companies. Now, how does my interest, as well as the interests of every other farmer stand, who produces the same amount, or in proportion? My two thousand bushels of wheat has cost me for shipment to Chicago \$150. With our railroad system completed, or even the Lake Superior road in running order, it would have cost me but 12 cents per bushel to place it in a warehouse, or on board a vessel at Lake Superior. I deduct 12 cents from 45 cents, and the result is, I pay 33 cents more than is necessary, on each bushel, to enrich these Mississippi pirates, and Wisconsin and Illinois swindlers, and yet have my wheat no nearer New York than it would be if the head of Lake Superior, besides being subject to still further charges for second and third handling on the route. I am thus robbed of the sum of \$710 on my wheat alone. Now, if I export my oats, barley and corn, as I wish to do, I must be made to pay about \$800 more, making in all, in round numbers \$1,500. What farmer will not complain, and feel anxious to have this state of things changed, even with the "rapidity of the lightning's stroke"? There are other producers, on a much larger scale, settled all over the State, and your readers will, with pencil in hand, readily estimate the enormous annual burdens they are forced to bear in the same direction, and when we come to figure up the aggregate, I might say of the willows on the one hand, and canine life, aggressiveness and subservience on the other, you will not ask why it is that our river men, and adjoining State railroad men have grown and overgrown rich and lordlings upon the spoils of Minnesota and her farmers. The State of Minnesota produced in the year 1862 about five millions of bushels of wheat, and twice that amount of other grain for exportation. With the increase of her population, and corresponding increase of agriculture, it is a safe estimate to claim a production of six millions of bushels of wheat, and twice that amount of oats, barley and corn for the year 1864—making in all, eighteen millions of bushels of grain of all kinds, that must seek an Eastern market the coming year. Now, sir, multiply this number of bushels by 35 (the charge which has been and will be an indefinite date of mischief if the world over).

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Our Washington Correspondence.

Introductory to be Shipped—General Grant's First Visit to Washington. Reception and Behavior at the White House—The National Convention—Items for Farmers, &c.

Correspondence of the Saint Paul Press.

WASHINGTON, May 31, 1864.

If, during the past winter, we have had at our command all the time, taste, tact and talent necessary to be an agreeable "Washington Correspondent," we should not have been wanting in an abundance of incidents and events with which to furnish you rapidly increasing audience. The first evening of General Grant in Washington, and his behavior in the presence of the sovereigns at the President's house; the scene at the White House, with a sketch of the species of Doolittle, Howe, Powell, and Hendricks, each playing his favorite town-squire of Hull, Superior or Bayfield in a style worthy of the Minnesota Legislature in 1857, together with a photograph of well known Minnesotians in the galleries, all showing their interest in the passage of the Bill from certain patriotic and pecuniary reasons already mentioned a few times in the Press; the review by the President and the best looking General in the army, of Burnside's famous corps of thirty thousand men as they passed by Williamstown, and the Minnesota Legislature in 1857, together with a photograph of well known Minnesotians in the galleries, all showing their interest in the passage of the Bill from certain patriotic and pecuniary reasons already mentioned a few times in the Press; the review by the President and the best looking General in the army, of Burnside's famous corps of thirty thousand men as they passed by Williamstown, and the Minnesota Legislature in 1857, together with a photograph of well known Minnesotians in the galleries, all showing their interest in the passage of the Bill from certain patriotic and pecuniary reasons already mentioned a few times in the Press.

Yours &c.,

F. L. MORE.

What Makes Gold go Up.

People are wondering why gold continues to advance when everything looks so peaceful with ultimate success in the field. We find in the New York papers two reasons, and there is doubtless truth in both. Says the Express:

"There is a clique in Wall and William Streets and elsewhere striving to run up gold to 200, expecting, due to the war, that the metal will be in demand, and actually, by their charges determine the price the farmer shall receive at an Eastern market for his wheat and other grain."

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The March from the North
Anna to the Pamunky.

says the correspondent of the Richmond papers, writing on Friday, "last night commenced moving rapidly toward our

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[illegible][illegible]

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\$75 A MONTH

will give a commission on all machines sold,
employ agents who will work for the above and
all expenses paid. Address:
D. B. HEHRINGTON & CO.,
my31-91* Detroit, Mich.

**CHIEF QUARTERMASTER'S OFFICE
DISTRICT OF MINNESOTA,
ST. PAUL, MINN., MAY 24th, 1894**

Sealed Proposals

In duplicate for

Transporting Military Stores

To the Port to be established on or near

JAMES RIVER, DAKOTA TERRITORY

JUNE 10TH, 1864.

The amount of Military stores to be transported will be about 500 tons; of which not more than one hundred and fifty tons, comprising such selections as the undersigned shall make, must start from Saint Paul on or before the 20th of June, 1864; the remainder to be all delivered at the Post in question, on or before the 15th of October, 1864.

Bids will state the price per one hundred pounds per mile, and how it is proposed to transport stores.

The contractor will be held responsible for the loss, or loss of stores that may be found to exist when delivered at their destination.

Payment will be made according to contract to the undersigned or his successor, on proper evidence of delivery of the stores at their destination.

A good and sufficient bond and security will be required from the person to whom the contract may be awarded.

The contract will be subject to approval or approval by the Quartermaster General.

All bidders are known to be competent and undersigned or not may be accompanied by undersigned signed by two responsible persons.

ALL CLAIMS vouched for by the certificate of clerk of the nearest District Court, or of District Attorney.

FORM OF GUARANTEE.

We, ———, and ———, of the County of ———

is able to fulfill a contract in accordance with proposition; and that should his proposition be accepted, he will at once enter into a contract in accordance therewith. Should a contract be awarded him we are prepared to receive his securities.

Bidders must be present with their sureties at the time of the opening of the bids.

Names of members of firms must be stated full with precise address of each member.

Bids from persons who have hitherto failed to comply with their proposals or contracts; from disloyal persons; from those interested in more than one bid, or from persons who are not present when the bids are opened, will not be considered.

The undersigned reserves the right to reject any bid or bids not considered satisfactory.

Proposals to be endorsed "Proposals for transporting Military Stores," and addressed to

E. B. CARLING, Capt. and A. Q. M.,
Chief Quartermaster, Dist. Minn.
Office under the Merchants' Hotel.

NOTE.—The law requires that contractors
furnish all stamps necessary to legalize b

A SPLENDID STOCK OF

SILK and CLOTHES
CLOAKS, MANTILLAS

CIRCULARS

JUST RECEIVED BY EXPRESS

FROM

NEW YORK

Wishing to Purchase

Also, a general stock of

DRY GOODS

WHICH WE ARE SELLING LOW AND

THE CHEAP CASH STORE

OF
H. ENOX TAYLOR

No. 218 Third Street, St. Paul
Minnesota

NOTICE TO STOCKHOLDERS
THE FIRST DIVISION ST. PAUL & PACIFIC RAILROAD CO.—The Annual Meeting of the Stockholders of the 1st Div. St. Paul & Pacific R. R. Co. will be held on

OLD PAPERS FOR SALE

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